

NO.	DESCRIPTION OF REVISIONS	MADE BY	DATE
1	RE-ISSUE	L. LOPEZ	2/02
2			
3			
4			

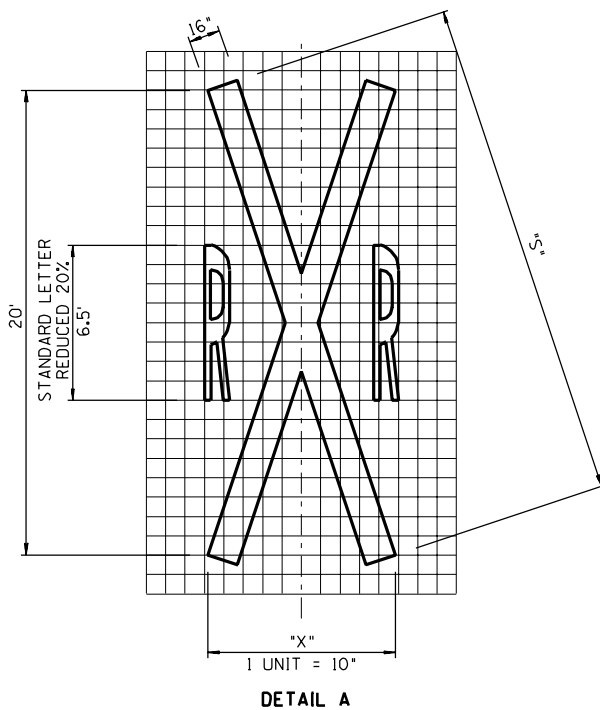
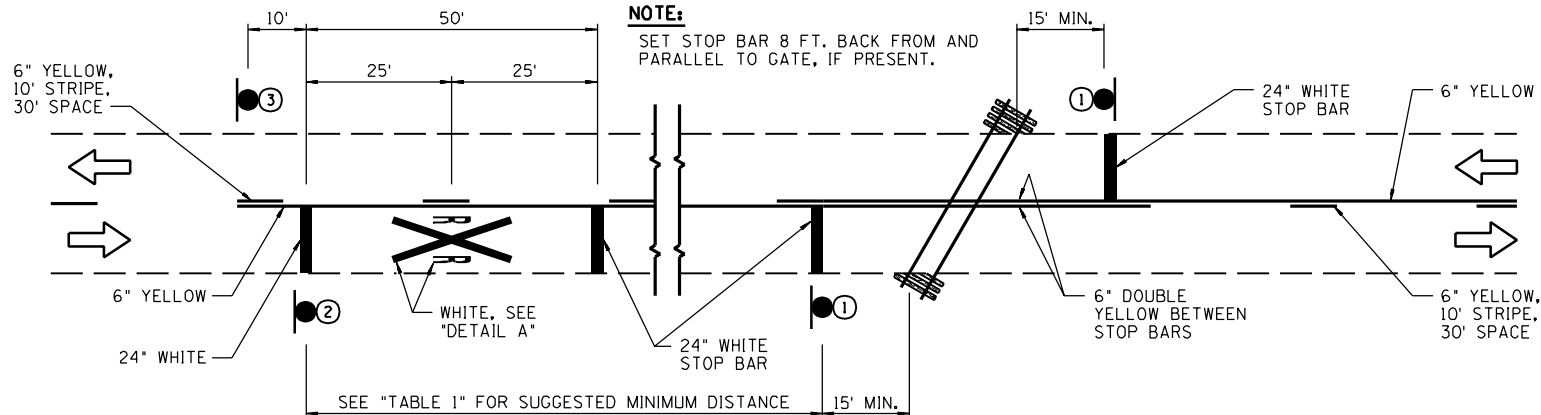


TABLE 1

POSTED OR 85 PERCENTILE SPEED (MPH)	STOP CONDITION (FEET)
20	(1)
25	(1)
30	100
35	150
40	225
45	300
50	375
55	450
60	550

DISTANCES SHOWN ARE FOR LEVEL ROADWAYS. CORRECTIONS SHOULD BE MADE FOR GRADES. IF 48-INCH SIGNS ARE USED, THE LEGIBILITY DISTANCE MAY BE INCREASED TO 200 FEET. THIS WOULD ALLOW REDUCING THE ABOVE DISTANCE BY 75 FEET.

(1) NO SUGGESTED MINIMUM DISTANCE PROVIDED. AT THESE SPEEDS, SIGN LOCATION DEPENDS ON PHYSICAL CONDITIONS ON SITE.

TABLE 2

VARIABLE MARKING DIMENSIONS		
LANE WIDTH (FEET)	*X* (FEET)	*S* (FEET)
8	6.5	21
9 to 11	7	21.2
12	8	21.5
13	9	21.9
≥ 14	10	22.4

NOTES:

1. A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE, TWO-WAY TRAFFIC OPERATIONS ON THE APPROACH TO A CROSSING.
2. ON MULTI-LANE ROADS THE TRANSVERSE STRIPE SHALL EXTEND ACROSS ALL APPROACH LANES AND AN INDIVIDUAL R x R SYMBOL SHALL BE USED IN APPROACH LANE.
3. WHERE THERE IS A STREET INTERSECTION BETWEEN THE W10-1 SIGN AND THE CROSSING, AN ADDITIONAL W10-1 SIGN SHOULD BE INSTALLED TO WARN TRAFFIC APPROACHING THE CROSSING FROM THE INTERSECTION.
4. PLACE LEADING TRANSVERSE STRIPE DIRECTLY OPPOSITE THE W10-1 SIGN WHEN POSSIBLE.

SIGN LEGEND:

① R15-1



② W10-1



③ W14-3



NOT TO SCALE

DESIGN APPROVED	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION STANDARD DRAWINGS	REV. 2/02
APPROVED DESIGNER	RAILROAD PAVEMENT MARKINGS	DRAWING NO. M-5